

**CURTIS CHEVROLET SITE  
APPLICATION FOR LARGE TRACT REVIEW APPROVAL  
STATEMENT IN SUPPORT**

**I. Introduction**

This statement and the attachments hereto constitute an application by Missouri Avenue Development Partners LLC, (“Applicant”) for Large Tract Review (“LTR”) approval for the mixed-use development of the property generally bounded by Missouri Avenue, NW; Peabody Street, NW; Georgia Avenue, NW; and 9<sup>th</sup> Street, NW, also known as Square 2986, Lots 36, 37, 813, 851, 856, 860, and 863 (“Property”). This property is commonly referred to as the “Curtis Chevrolet” site or 5927 Georgia Avenue, NW.

The Applicant is proposing a mixed-use development consisting of residential units with ground floor retail (“Project”). Plans detailing the proposal are attached as Exhibit A. The development will be located at the intersection of Missouri and Georgia Avenues, a prominent intersection in Ward Four, and will introduce additional residential units, including affordable units, as well as retail uses to the neighborhood. The proposed Project revitalizes a vacant, underutilized site with a unique urban design that incorporates a former trolley car barn into the Project. Once constructed, the Project will catalyze an area of the District that has long been overlooked as a destination for new development and will provide basic services and conveniences for the community.

**II. Description of Project**

The Property, consisting of approximately 155,089 square feet of land area, was formerly used as a locally-owned car dealership known as “Curtis Chevrolet”. The site has been used as a car dealership since 1949 and prior to that it stored railcars from the former

streetcar system in a trolley car barn that was built in 1909, which is still located on-site. The car dealership is no longer in operation and the Property is currently vacant.

The Applicant is proposing a residential building comprised of approximately 400 residential units, 516,635 square feet of residential space, 37,573 square feet of retail space and 439 parking spaces. The Project will introduce a variety of housing units to the Upper Georgia Avenue community, thus preserving the diversity that is a prominent part of the character of the neighborhood. The residential portion of the Project will include a mix of units, including studio units, one-bedroom units, one-bedroom units plus den, and two-bedroom units plus den. Unit sizes will range from approximately 600 square feet to 1200 square feet. The Project includes an affordable housing component for individuals making up to 80% of the area median income. Up to 8% of the approved residential units will be reserved as affordable and will not be distinguishable from the market-rate units from their exterior. There will be a proportionate mix of unit types among the affordable units.

The ground floor of the development will be dedicated largely to retail uses. The Applicant will attract neighborhood-serving retailers and will use its best efforts to pursue a restaurant for a portion of the retail space. The retail will bring new opportunities and conveniences to this neighborhood.

The Applicant will provide sufficient parking for the retail and residential uses. The Project's parking garage can be accessed from Georgia Avenue, Missouri Avenue, and 9<sup>th</sup> Street. Residents will utilize primarily the 9<sup>th</sup> Street and Missouri Avenue entrances, while retail customers will utilize the Georgia Avenue entrance. There will be one level of below-grade parking that will include approximately 290 parking spaces. The first floor ("Podium Level") will include approximately 144 enclosed parking spaces. The loading area will be

accessed via the 9<sup>th</sup> Street entrance. A transportation study is attached as Exhibit B. The attached study concludes that the development is consistent with the recommendations of the City's Great Streets Initiative and will provide adequate parking for the proposed uses.

Finally, the development includes an attractive sustainable, "green" component. The residential units will have access to three richly landscaped courtyards that will provide a green haven for residents. Landscape plans are attached as Exhibit A. The Project incorporates a number of green design principles to make the development environmentally friendly, including a white roof and use of low-emitting materials, as well as water efficient landscaping and maximizing use of regional materials. The building also incorporates the façade and a portion of the existing car barn located on-site. The car barn, built in 1909, is one of three similar buildings in the District.

### **III. Zoning Analysis**

The majority of the Property is located in the C-3-A Zone District, while the easternmost portion of the property is located in the R-5-A Zone District; however, no above-grade improvements are proposed for the portion of the Property located in the R-5-A Zone District. Moderate density residential developments are permitted in both districts. The proposed Project fully satisfies all applicable Zoning Regulations for the C-3-A Zone District.

	C-3-A	Proposed
Maximum Height	65'	65'
Maximum Residential Floor Area Ratio ("FAR")	4.0	3.34
Maximum Non-Residential FAR	2.5	.24
Maximum FAR	4.0	3.58

Maximum Lot Occupancy	75% (Residential) 100% (Commercial)	60%
Minimum Rear Yard	13.5'	15'
Minimum Side Yards	N/A	N/A
Minimum Closed Court Area	Court 1: 438 s.f. Court 2: 512 s.f. Court 3: 438 s.f. Court 4: 485 s.f. Court 5: 1025 s.f. Court 6: 350 s.f. Court 7: 485 s.f.	Court 1: 2247 s.f. Court 2: 6063 s.f. Court 3: 7402 s.f. Court 4: 4475 s.f. Court 5: 1095 s.f. Court 6: 2600 s.f. Court 7: 795 s.f.
Minimum Parking	249 spaces	439 spaces
Minimum Loading Berth	1 at 55' deep	1 at 55' deep and 1 at 30' deep
Minimum Loading Platform	1 at 200 s.f.	1 at 480 s.f.
Minimum Loading Space	1 at 20' deep	1 at 20' deep
Percentage of Lot Covered by Pervious Surface	N/A	9%

#### IV. Planning Analysis

The proposed Project will not have a negative noise, environmental or traffic impact on the community. The addition of residential and retail uses will enliven the area and will not dramatically increase noise. The Project is located at a major intersection in Ward 4 and any noise the development generates will be minimal in comparison to the noise generated by the vehicular and pedestrian traffic along Georgia and Missouri Avenues.

The Property is located along Upper Georgia Avenue and is included in the Great Streets Redevelopment Plan ("Plan") proposed by the Office of Planning and currently pending approval before the Council of the District of Columbia. The Plan is a revitalization strategy

and framework for future development along the Georgia Avenue Corridor. It recognizes the importance of Georgia Avenue as a vital transportation and commercial corridor linking residential neighborhoods with the downtown core.

The Property is located in “Zone 4” of the Plan: Missouri Avenue Sites from Rittenhouse Street to Madison Street. The Plan calls the Curtis Chevrolet site the “most viable opportunity in the entire study area for a large-scale redevelopment in one location.” It encourages new residential development on the Property and suggests that developing the Property could serve as the catalyst for development along Georgia Avenue. The Applicant will be satisfying a number of the Missouri Avenue Area objectives with this single development: it will provide neighborhood-serving retail, 400 residential units and it will use its best efforts to attract a restaurant to the site.

The Plan also provides general development guidelines for the Missouri Avenue Area. Generally, it encourages maximizing the matter-of-right zoning envelope and providing ground floor retail with ceiling heights of at least 14 feet. Again, this Project is consistent with those guidelines.

The Property is also located in the Rock Creek Park East Area Element (“Element”) of the Comprehensive Plan, which echoes many of the same themes as the Plan. The Element calls for development nodes at key locations along Georgia Avenue, including the intersection of Georgia Avenue and Missouri Avenue. The Element proposes a well-defined walkable retail district at this intersection to serve nearby neighbors which, again, is consistent with what Applicant is proposing.

The Property is also consistent with the more general principles of the Comprehensive Plan. The Property is located in the medium-density residential land use category and the

moderate density commercial land use category. The easternmost portion of the Property is located in the moderate density residential land use category. The proposal is consistent with the land use element of the Comprehensive Plan in that it is proposing a mixed-use project with market rate and affordable housing units. (LU-1.3). It is also aligned with the Transportation element of the Comprehensive Plan in that it coordinates land use considerations with transit considerations. (T-1.1). It is also consistent with transforming the Georgia Avenue Corridor and it expands the housing supply. (7-1.2; H-1.1). Overall, the Project is consistent with the goals of the District of Columbia Comprehensive Plan, the Area Element and the Great Streets Redevelopment Plan to introduce a mixed-use development at this site that includes residential use with neighborhood-serving retail.

The Applicant has planned the Project to ensure that there are no negative environmental impacts. It has developed a practical and efficient stormwater management plan (see plans attached as Exhibit A), it is maximizing the green space in the project and its design is generally consistent with LEED principles (see LEED checklist attached as Exhibit G).<sup>1</sup> Finally, the Applicant has conducted an intensive transportation study to determine if the site can sustain approximately 400 residential units and retail uses without overburdening the road networks. Attached as Exhibit B, is a transportation study that concludes that the roadways are equipped to handle additional vehicular traffic and the traffic generated by this Project will have a minimal impact on the roadways. The study also analyzes the amount of parking provided with the project, the loading process, and the entrances and exits to the Project. The impacts of the Project are discussed more thoroughly in the next Section.

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<sup>1</sup> The Applicant provides the LEED checklist as a point of reference. Though it is maximizing the number of points this development will achieve, the Applicant does not intend to seek certification for this Project.

The Applicant is investigating the feasibility of developing the Property in two phases. If development is pursued in two phases, rather than one, the first phase of development will include approximately 227 residential units, the majority of the retail space, and 294 parking spaces. The second phase will include the balance of the residential units and parking spaces: 172 and 140, respectively. The scope and location of each phase is included in Exhibit A. The Applicant anticipates breaking ground on this project in the summer of 2010.

## **V. Impacts of Project**

The Project will not create any adverse environmental impacts on the Property, the adjacent properties, or the surrounding neighborhood. There are existing sanitary sewer, potable water, and storm sewer lines on all streets adjacent to the Property. There are three proposed sanitary sewer connections to the existing combined sewer system, two connections on Georgia Avenue and one connection on Missouri Avenue. This project will generate approximately 25,000 gallons per day of waste water. There are also three separate stormwater management systems proposed, each with a separate connection to the existing combined sewer system. There is a proposed connection to the existing 15" sewer on 9<sup>th</sup> Street, a proposed connection to the existing 18" sewer on Missouri Avenue, and a proposed connection to the existing 12" sewer on Georgia Avenue. The proposed water service will be from the existing 16" water main in Missouri Avenue. The domestic peak water demand is approximately 570 gallons per minute and the fire service demand is 1,000 gallons per minute.

The site's existing topography generally falls from west to east with an average slope of two percent. The majority of the existing site's drainage is overland flow to an existing yard drain located on the southeast corner of the property.

The Project will not have an adverse impact on traffic patterns in the surrounding neighborhood. The increase in the residential units from the Project will have a small impact on the roadway system due to the existing roadway capacity and the anticipation that many of the building's residents will utilize public transportation given its location near major bus lines. The Traffic Impact and Parking Analysis performed by O.R. George & Associates, Inc., attached as Exhibit B, confirms these findings. Specifically, the report concludes that "[w]hen compared to the previous use as an automobile dealership, the proposed use is more in keeping with the recommendations of the city's Great Streets Initiative and Comprehensive Plan, with respect to the policy of encouraging transit oriented mixed-use development along the Upper Georgia Avenue corridor in general, and at this site in particular."

The Project will satisfy the off-street parking requirements delineated in the Zoning Regulations. The Project will include approximately 439 parking spaces in a below- and at-grade ("podium") parking structure. Under the Zoning Regulations, one parking space is required for every two residential units and for each additional 300 square feet of retail space above 3,000 square feet. This Project generates a parking requirement of approximately 257 off-street spaces (200 spaces for the residential use and 57 spaces for the retail use).

Accordingly, the Project will provide adequate parking to meet the needs of its residents as well as the customers who will patronize the retail.

## **VI. Neighborhood**

Increasing the number of residential units and neighborhood-serving retail uses will benefit the immediate community. The Project is converting a vacant site to an architecturally interesting residential building. The increase in residents will add more "eyes" and "ears" to the street and activate a large parcel of land that has been effectively vacant after business



hours for nearly sixty years. Similarly, attractive retail space is lacking in this neighborhood, depriving area residents of conveniences that are readily available to residents in other District neighborhoods. The ground floor retail along Georgia Avenue will stimulate the Georgia Avenue Corridor and provide much needed services for area residents. Not only will the community benefit from the Project, but the District will as well. The Project will expand the District's tax base as it will attract new residents to the District and to Ward 4.

## **VII. Exhibits**

Attached hereto are the following exhibits:

- A.** Architectural, Landscape and Engineering Plans
- B.** Transportation Analysis
- C.** Comprehensive Plan Map
- D.** Excerpt of Zoning Map
- E.** Surveyor's Plat of Property
- F.** LEED Scorecard
- G.** Application Form

## **VIII. Conclusion**

For the reasons stated herein, the Property and the proposed Project meet the requirements for obtaining Large Tract Review approval and subdivision. Please feel to contact the undersigned should you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Feola". The signature is fluid and cursive, with a large initial "P" and a stylized "Feola".

Phil T. Feola

A handwritten signature in black ink, appearing to read "Christine". The signature is cursive and elegant, with a large initial "C" and a stylized "Roddy" that ends in a flourish.

Christine A. Roddy

# EXHIBIT A



## DRAWING INDEX

CVR  
PD COVER SHEET  
PROJECT DATA

## CIVIL

CO1 OVERALL NEIGHBORHOOD EXHIBIT  
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CO4 OVERALL SITE AND GRADING PLAN  
CO5 UTILITY PLAN  
CO6 SWM PLAN  
CO7 SWM COMPUTATIONS  
CO8 SEDIMENT & EROSION CONTROL PLAN  
CO9 PERVIOUS AREA PLAN  
C10 SITE ACCESS & CIRCULATION (RETAIL)  
C11 SITE ACCESS & CIRCULATION (RESIDENTS)

## ARCHITECTURAL

A01 TABULATIONS  
A02 ZONING PLAN  
A03 B1 LEVEL PLAN  
A04 P1 LEVEL PLAN  
A05 MEZZANINE PLAN  
A06 R1 LEVEL PLAN  
A07 R2 - R4 LEVEL PLAN  
A08 ROOF PLAN  
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A10 ELEVATIONS  
A11 SECTIONAL ELEVATIONS  
A12 SECTIONAL ELEVATIONS  
A13 SECTIONAL ELEVATIONS  
A14 PERSPECTIVE FROM GEORGIA AVENUE  
A15 PERSPECTIVE FROM MISSOURI AVENUE  
A16 PERSPECTIVE FROM 9TH STREET

## LANDSCAPE

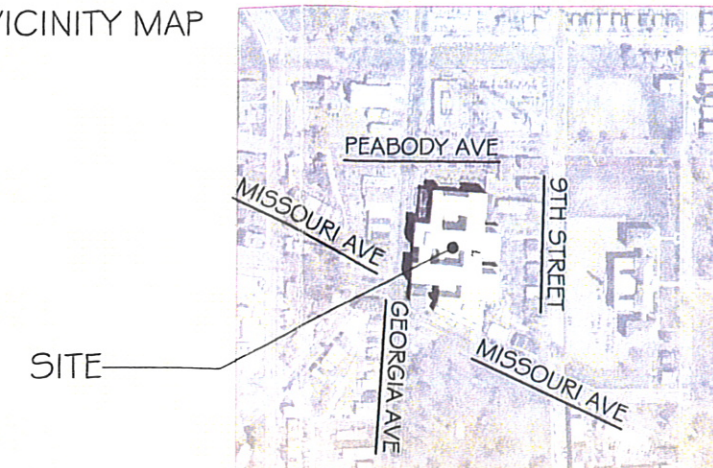
LA1 OVERALL LANDSCAPE LAYOUT PLAN  
LA2 P1 LEVEL ENTRY COURTYARD LAYOUT PLAN  
LA3 P1 LEVEL COURTYARD LAYOUT PLAN  
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LA6 CHARACTER IMAGES

# CURTIS CHEVROLET PROJECT

## LARGE TRACT REVIEW SUBMISSION

5929, GEORGIA AVE, NW  
WASHINGTON, DC

VICINITY MAP



COVER SHEET



**FOULGER-PRATT**  
OWNER



CIVIL



LANDSCAPE

**CURTIS CHEVROLET SITE**  
GEORGIA & MISSOURI AVES, WASHINGTON, DC

LTR SUBMISSION

Nov 17 2008

**CVR**  
WA07045